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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY **Poland**SUBJECT **Interior Travel Procedures: Bicycles/
Automobiles, Travel Restrictions**PLACE ACQUIRED
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Bicycles

2. "Bicycles may be bought by anybody in Poland without special difficulty except that of price. One sees quite a number of bicycles in Polish streets and roads; for workers they solve the problem of high tramway and bus fares.
3. "Every bicycle must be registered. A license must be bought every year; it includes the insurance. The registration number must be affixed to the rear of the bicycle.
4. "Among the bicycles most popular in Poland nowadays is the 'tourist type' Baltyk, of Polish production.
5. "The same police traffic regulations apply to motor vehicles, bicycles and pedestrians. Apart from 'flying patrols' of the Inspectorate of Roads, militiamen are usually posted at the points where roads enter or leave towns. Everybody, whether travelling by car, bicycle, or on foot, is subjected to the same documentary control. A citizen should carry his identity papers everywhere.
6. "There are very few private motor cars about. People do use motor cars as normal transportation if they have an access to official cars.

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It goes without saying that such people also use these official cars for their private purposes, if they can get away with it. The method is to make a discreet agreement with the official driver. This is of course illegal and may be found out by the militia, who may stop the car, examine the documents of the driver, car and passengers and ask the business of the trip; again they may not do that at all. It is all the question of risk. The risk also varies in individual cases. For instance, if an automobile belonging to the County National Council circulates within the boundaries of its county, it is almost certain that no militiaman would question its right to travel or ask for the 'delegation' from the office. If it exceeds the county boundaries, almost certainly it will be stopped; not only will the personal documents have to be checked as is normal, but the purpose of the trip will have to be explained. Every driver of an official car, whether passenger car or a lorry, has a special 'trip book' (*Książka Wyjazdów*). In this book he must enter: the time of his departure from the motor pool, the name of his passenger or description of the goods he is carrying and the place and time of arrival. The driver is punished for every discrepancy in this book. In serious cases he may be deprived of his right to drive. In other words, to use an official car for purposes other than official duty takes some organizing.

7. "Even when one is travelling on duty, it is not always possible to be given the use of a car. Doctors belonging to the general health service may be granted this right if a car is available or if they travel long distances to a country village or a distant suburb. They may use either one of the cars at the disposal of the health service administration, or - if going on an emergency call - an ambulance of the County Ambulance Station (*Hojewodzka Stacja Pogotowia Ratunkowego*), or one of the cars belonging to the so-called 'medical columns' (*Kolumna Lekarska*). These 'columns' periodically tour on special assignments, an inoculation campaign, or TB prevention. But generally a doctor going to visit his health service patients on an ordinary round of his duties uses public means of transport.
8. "All this means that, apart from high officials, there is no category of people in Poland who would regularly travel to and from work by car and for whom a car would be waiting at the curb while they sit in their office.
9. "Gasoline is available at the stations of the state enterprise CPN - Centrala Paliw Naftowych. State offices and enterprises purchase gasoline coupons in bulk from the CPN; these coupons are issued to drivers who surrender them at CPN stations when taking gasoline. In this way no money is handled at the technical end.
10. "As scarcely anyone in Poland regularly uses an official car, the car is allotted for use together with an official driver who is responsible for it.
11. "Markings on license plates - one may recognize the cars belonging to certain official categories, by the first letter of the license number. Thus:
 - (a) License numbers beginning with the letter 'A' or 'B' denote a vehicle belonging to the state administration security police or militia.
 - (b) Letter 'C' - indicates a private car.
 - (c) Letter 'T' - indicates a vehicle belonging to the category of public transportation. It may be seen on taxicabs, and also on vehicles belonging to *Wojewódzkie Przedsiębiorstwo Komunikacji Samochodowej*.
 - (d) Letter 'M' - for *motocykl* - is seen on military cars.

It should be added that the UB often drives a car without a number. This does not mean that the car does not possess a number, but that the

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license plate has been removed on purpose for a certain trip so that the car will not be identified. It is actually comparatively easy to recognize a car belonging to the CP or UB (apart from it being usually marked with A or B). Most of these cars are large BMW models.

Traffic Regulations

12. "All factories, building sites, etc. are under the guard of industrial militia (Straz Przemyslowa). They are surrounded with a fence or a wall, and entrance is only possible through a guarded gate where a militiaman checks the passes. If a motor car enters a factory area, the driver must present his own personal pass and a second, special pass for his vehicle. If he brings some goods or materials to the factory, or takes some away, he must submit a third document authorizing him to do so, this document being issued by the office of the enterprise. In this way, no unauthorized person may drive into a factory area. If the car carries a passenger, the latter must also have a pass. The restrictions go so far that in large enterprises the special pass authorizing the entry of a car indicates the particular section of the enterprise in which the car may move. This is true in the Gdansk shipyards. A lorry bringing materials for the shipyard must go straight to the indicated spot and then come right back, without swerving aside. If it is suddenly discovered in another part of the shipyard enclosure, the driver gets a severe dressing down and answers unpleasant questions.
13. "The frontier zone is divided into two belts of land: (a) frontier zone proper (Strefa Graniczna), and also (b) semi-frontier zone (Strefa Przygraniczna). In the frontier zone proper, no one is allowed to circulate under any circumstances, unless crossing the frontier with a legal passport. Otherwise, a person found in this zone is immediately arrested on suspicion of an attempt to escape. In the semi-frontier zone, one may obtain a right of permanent residence from the respective County National Council. This right is obtained for holding a job in the area or of being a dependent of such a person. If one wishes to go to the semi-frontier zone on a short visit, one has to apply for permission at one's own County National Council office, stating the reasons for a visit. These need not necessarily be 'official business' reasons: one may go to visit friends, or to spend a holiday, for example, on the sea coast.
14. "At the points where roads enter the semi-frontier zone, large red posters announce that 'beyond this spot lies the semi-frontier zone'. In certain places on the boundary of the semi-frontier zone there are militia posts which check all the traffic and to whom passes authorizing entrance to the zone must be submitted. These militiamen may order a messenger's luggage opened for examination. They are usually posted at railway or bus stations.
15. "However, there are many other points where one may enter the semi-frontier zone unobserved, although, of course, it is dangerous to be caught in the zone without a pass. For example, the town of Giesztow is situated in the semi-frontier zone. If one arrives there by train, one finds a control point in the Giesztow railway station, where all documents and passes are examined. But if arriving by bus, one may easily avoid the control, as the bus does not pass through any control point.
16. "If a militiaman has no suspicion against a passenger entering the semi-frontier zone, he does not generally question him about the purpose of the trip. It is known that this point was already checked by the messenger's County National Council when his pass was issued. Matters are different if the messenger is under suspicion.
17. "There is no special escort of army or militia for the trains entering the semi-frontier zone; or if such an escort is provided, it is not visible to the ordinary observer.

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